

SCIP

9

APPLICATION FOR FINANCIAL  
Revised 4/

GRANT

IMPORTANT: Please consult the "Instructions for Completion of this form."

or assistance in

CBOG

SUBDIVISION: CITY OF CINCINNATI CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/13/2002

CONTACT: Dick Cline, Supervising Engineer PHONE # (513) 352-6235

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 352-1581 E-MAIL dick.cline@rcc.org

PROJECT NAME: Dixmyth Avenue Rehabilitation

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
  - ☒ 2. City
  - ☐ 3. Township
  - ☐ 4. Village
  - ☐ 5. Water/Sanitary District
- (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 330,000
- ☐ 2. Loan \$ \_\_\_\_\_
- ☐ 3. Loan Assistance \$ \_\_\_\_\_

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- ☐ 2. Bridge/Culvert
- ☐ 3. Water Supply
- ☐ 4. Wastewater
- ☐ 5. Solid Waste
- ☐ 6. Stormwater

TOTAL PROJECT COST: \$ 660,000

FUNDING REQUESTED: \$ 330,000

DISTRICT RECOMMENDATION  
To be completed by the District Committee ONLY

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER  
2002 SEP 13 PM 3:02

GRANT: \$ 330,000 LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
- ☐ Local Transportation Improvements Program
- ☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_ %

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_/\_\_\_\_/\_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:  
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT  
DOLLARS

a.) Basic Engineering Services:

\$\_\_\_\_\_00

Preliminary Design \$\_\_\_\_\_00

Final Design \$\_\_\_\_\_00

Bidding \$\_\_\_\_\_00

Construction Phase \$\_\_\_\_\_00

Additional Engineering Services

\$\_\_\_\_\_00

\*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$\_\_\_\_\_00

c.) Construction Costs:

\$\_\_\_\_\_632,525.00

d.) Equipment Purchased Directly:

\$\_\_\_\_\_00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance  
Applications Only)

\$\_\_\_\_\_00

f.) Construction Contingencies:

\$\_\_\_\_\_27,475.00

g.) TOTAL ESTIMATED COSTS:

\$\_\_\_\_\_660,000.00

\*List Additional Engineering Services here:  
Service:

Cost:

1.2 **PROJECT FINANCIAL RESOURCES:**  
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	
b.) Local Revenues	\$ <u>  330,000.00</u>	
c.) Other Public Revenues	\$ <u>          .00</u>	
ODOT	\$ <u>          .00</u>	
Rural Development	\$ <u>          .00</u>	
OEPA	\$ <u>          .00</u>	
OWDA	\$ <u>          .00</u>	
CDBG	\$ <u>          .00</u>	
OTHER _____	\$ <u>          .00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>  330,000.00</u>	<u>50%</u>
d.) OPWC Funds		
1. Grant	\$ <u>  330,000.00</u>	
2. Loan	\$ <u>          .00</u>	
3. Loan Assistance	\$ <u>          .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>  330,000.00</u>	<u>50%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>  660,000.00</u>	<u>100%</u>

1.3 **AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date:  
STATUS: (Check one)  
    Traditional  
    Local Planning Agency (LPA)  
    State Infrastructure Bank

**2.0 PROJECT INFORMATION**

If project is multi-jurisdictional, information must be consolidated in this section.

**2.1 PROJECT NAME:** Dixmyth Avenue Rehabilitation

**2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):**

**A: SPECIFIC LOCATION:**

Dixmyth Avenue between M. L. King and Clifton Avenue

**PROJECT ZIP CODE:** 45220

**B: PROJECT COMPONENTS:**

Street reconstruction, including removal of existing pavement and curbs, and construction of new concrete pavement, sidewalks, driveway aprons, and curbs. Reconstruction of stormwater inlets and connection pipes where needed.

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Approximately 1600 feet long, 31 feet wide.

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity vs. proposed service level.

No change in service capacity.

Road or Bridge: Current ADT 6883 Year: 2000 Projected ADT: \_\_\_\_\_ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$\_\_\_\_\_ Proposed Rate: \$

Stormwater: Number of households served:

**2.3 USEFUL LIFE / COST ESTIMATE:** Project Useful Life: ~~10~~ 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 660,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>12 / 1 / 02</u>	<u>5 / 31 / 04</u>
4.2 Bid Advertisement and Award:	<u>10 / 1 / 03</u>	<u>11 / 15 / 03</u>
4.3 Construction:	<u>12 / 1 / 03</u>	<u>12 / 31 / 04</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA</u>	<u>NA</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Timothy Riordan
	TITLE	Acting Deputy City Manager
	STREET	Room 104, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-2457</u>
	FAX	(513) <u>352-2458</u>
	E-MAIL	tim.riordan@rcc.org
5.2	CHIEF FINANCIAL OFFICER	William Moller
	TITLE	Director of Finance
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-6275</u>
	FAX	(513) <u>352-2370</u>
	E-MAIL	bill.moller@rcc.org
5.3	PROJECT MANAGER	Jay Gala, PE
	TITLE	Principal Public Works Construction Engineer
	STREET	Room 430, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-3423</u>
	FAX	(513) <u>352-1581</u>
	E-MAIL	jay.gala@rcc.org

**Changes in Project Officials must be submitted in writing from the CEO.**

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [ X ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [ NA ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ NA ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ X ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

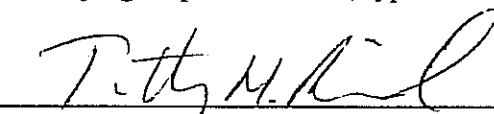
## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Timothy Riordan, Acting Deputy City Manager

Certifying Representative (Type or Print Name and Title)



Signature/Date Signed

# City of Cincinnati



Department of Transportation and Engineering  
Division of Engineering

Room 445, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202

Eileen Enabnit  
*Director*

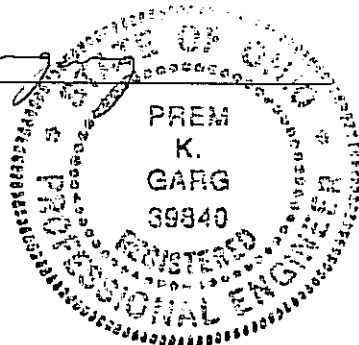
Prem Garg, P.E.  
*City Engineer*

September 13, 2002

Subject: Dixmyth Avenue Rehabilitation  
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street rehabilitation is at least twenty (20) years.

(seal)



Prem Garg, P.E.  
City Engineer  
City of Cincinnati

2002 STREET REHABILITATION, SCIP  
Dixmyth Ave - Clifton Ave to Martin Luther King Jr. Dr

REF.	ESTIMATED			EST. UNIT	ESTIMATED
NO.	ITEM NC	QUANTITIES	DESCRIPTION	PRICE	COST
1	103.05	Lump Sum	Contract Bond	\$10,000.00	\$ 10,000.00
2	Special	Lump Sum	Project Contingency	\$20,000.00	\$ 20,000.00
3	202	5400 s.y.	Pavement Removed	\$ 20.00	\$ 108,000.00
4	202	10 ea.	Inlet Removed	\$ 300.00	\$ 3,000.00
5	203	1000 c.y.	Excavation	\$ 35.00	\$ 35,000.00
6	203	5400 s.y.	Subgrade Compaction	\$ 2.00	\$ 10,800.00
7	205	15 tons	Special Fill Material	\$ 15.00	\$ 225.00
8	304	1,000 c.y.	Aggregate Base	\$ 30.00	\$ 30,000.00
9	448	20 c.y.	Asphalt Concrete Surface Course, Type 1	\$ 80.00	\$ 1,600.00
10	452	5,400 s.y.	10" Plain Concrete Pavement	\$ 40.00	\$ 216,000.00
11	603	200 l.f.	12" Conduit, Type "H"	\$ 50.00	\$ 10,000.00
12	603	200 l.f.	3" Conduit, Type "G"	\$ 15.00	\$ 3,000.00
13	604	2 ea.	Manhole Reconstructed to Grade	\$ 500.00	\$ 1,000.00
14	604	7 ea.	Valve Chamber Reconstructed to Grade	\$ 500.00	\$ 3,500.00
15	604	10 ea.	Combination Inlet	\$ 2,100.00	\$ 21,000.00
16	608	1,000 s.f.	Curb Ramp	\$ 5.00	\$ 5,000.00
17	608	1,000 s.f.	Concrete Walk	\$ 4.00	\$ 4,000.00
18	609	3,000 l.f.	Concrete Curb, Type P-1	\$ 15.00	\$ 45,000.00
19	609	1,000 l.f.	Concrete Curb, Type L-1	\$ 12.00	\$ 12,000.00
20	614	Lump Sum	Maintaining Traffic	\$50,000.00	\$ 50,000.00
21	614	100 hrs.	Law Enforcement Officer With Patrol Car	\$ 50.00	\$ 5,000.00
22	619	Lump Sum	Field Office, Type A	\$ 5,000.00	\$ 5,000.00
23	627	1,000 s.f.	Concrete Driveway	\$ 5.00	\$ 5,000.00
24	642	Lump Sum	Traffic Paint	\$10,000.00	\$ 10,000.00
25	644	Lump Sum	Thermoplastic Pavement Markings	\$10,000.00	\$ 10,000.00
26	660	100 c.y.	Topsoil Furnished and Placed	\$ 20.00	\$ 2,000.00
27	660	800 s.y.	Sodding with Topsoil	\$ 8.00	\$ 6,400.00

Total Construction Cost: \$ 632,525.00

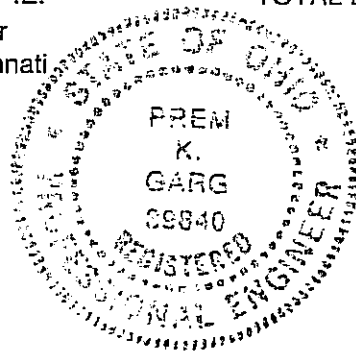
Contingencies: \$ 27,475.00

**TOTAL ESTIMATED COST: \$ 660,000.00**

*Prem Garg*  
Prem Garg, P.E.

City Engineer

City of Cincinnati



# City of Cincinnati



Department of Finance

September 13, 2002

Mr. Lawrence Bicking, Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus, Ohio 43215

Suite 250, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202  
Phone (513) 352-3731  
Fax (513) 352-2370

William E. Moller  
*Director*

RE: Status of Funds for Local Share of 2003 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2003 SCIP/LTIP Projects (Round 17 Funding) are recommended by the City Manager for funding in the City's 2003 Capital Improvement Program:

**STREET REHABILITATION PROJECTS**

Madison Road – Brotherton to Edwards  
Queen City Avenue – Harrison to White  
Gilbert Avenue / Montgomery Road – Elsinore to Brewster  
Dixmyth Avenue – M. L. King to Clifton  
Vine Street – Erkenbrecher to Mitchell  
Eastern Avenue – Wortman to Columbia Parkway

**STREET IMPROVEMENT PROJECTS**

Kirby Road Improvements – Virginia to North Bend  
Madison Road / Red Bank Expressway Improvements  
Queen City Avenue Improvements – White to Wyoming

The matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds.

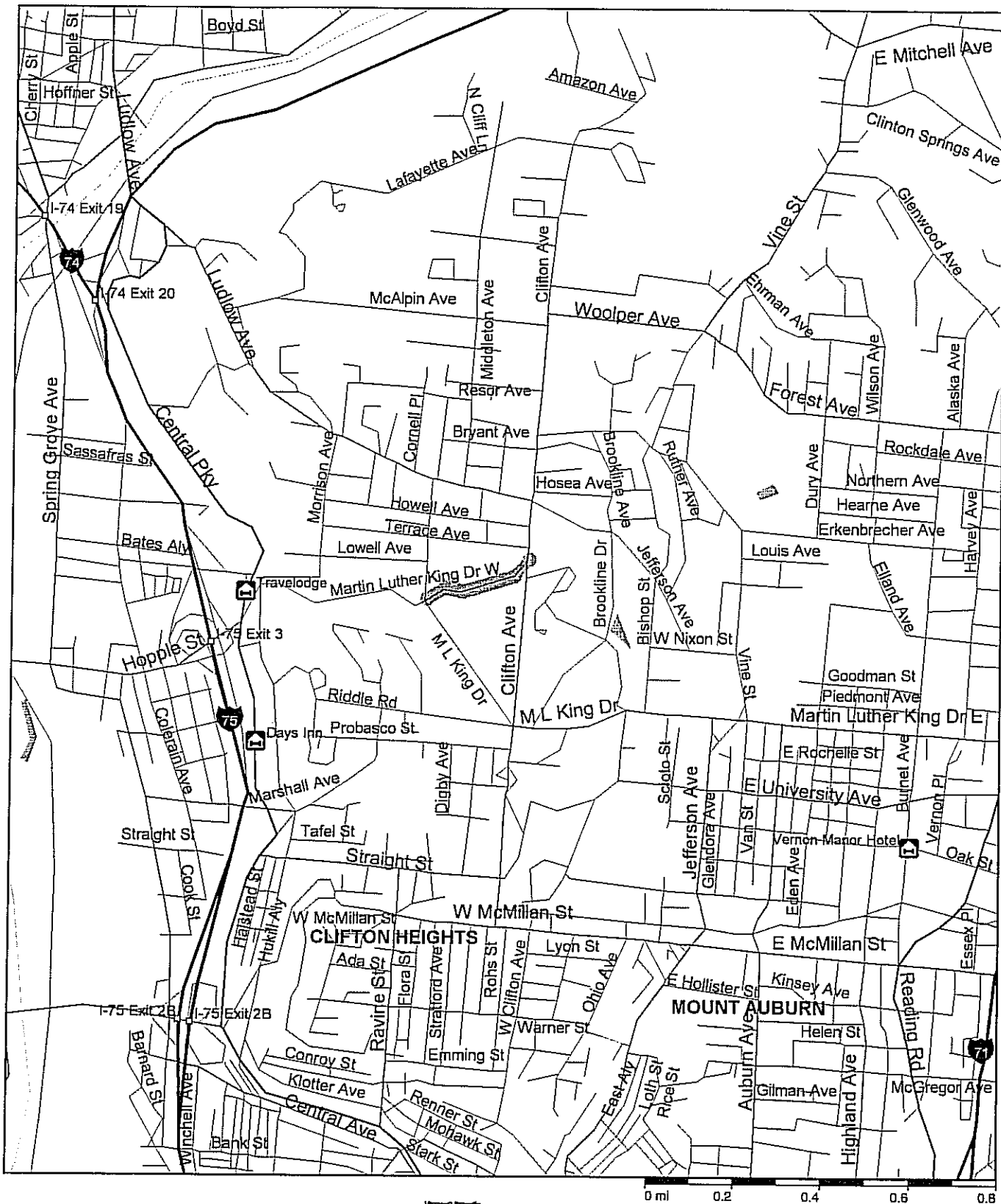
If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

Sincerely,

William E. Moller  
Director of Finance

cc: T. Riordan, Acting DCM, P. Heile, Law, B. Ashford, Budget, E. Enabnit, Transportation & Engineering  
P. Garg, Engineering, K. Conn, Engineering, J. Vogel, Engineering, J. Buttner, Engineering  
J. Flading, Engineering, G. Long, Engineering, C. Ertel, Engineering, D. Cline, Engineering  
Adm. Files, Eng. Div. File

## Martin Luther King to Clifton



### **Literaturverzeichnis**

# Streets98

AB

City of Cincinnati  
An Ordinance No. 345

- 2002

AUTHORIZING the City Manager to apply for and accept street improvement funding grants and loans from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$8,600,950, to be used for six street rehabilitation projects and three street improvement projects.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, City of Cincinnati local matching funds for the nine street improvement and rehabilitation projects are available in the 2003 Street Rehabilitation, 2003 Street Improvement, 2003 Community Street Improvement, and 2003 Wall Stabilization/Landslide Correction Programs; and Stormwater Management; now, therefore

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

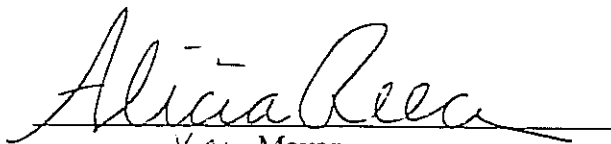
Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants and for loans at an interest rate acceptable to the Director of Finance in the approximate amount of \$8,600,950 for funding six nine street rehabilitation projects, namely Dixmyth Avenue, Queen City Avenue, Gilbert/Montgomery, Madison Road, Eastern Avenue, and Vine Street; and three street improvement projects for Madison/ Red Bank, Kirby Road, and Queen City Avenue; and to accept such grants and loans if awarded by the Ohio Public Works Commission.

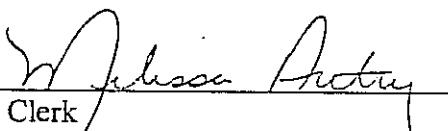
Section 2. That the City Manager and other proper City officials are hereby authorized to execute such agreements and other documents as are required by the State for receipt and

administration of the above grants and loans, and the Director of Finance is authorized to receive said grant and deposit funds therefrom in Department of Transportation and Engineering capital improvement program project accounts, in accord with the terms of Section 1 hereof.

Section 3. This ordinance is an emergency measure necessary for the immediate preservation of the public peace, welfare, and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to meet critical funding application deadlines, and to have legislation in place in order to receive and utilize grant funds at the earliest possible time.

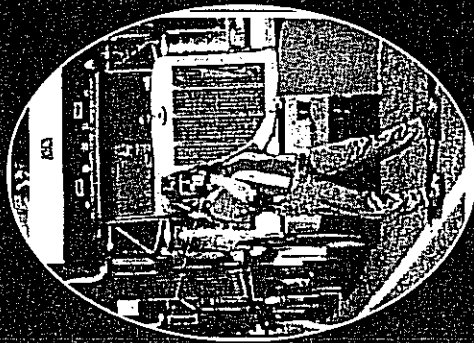
Passed October 30, 2002

  
Vice-Mayor

Attest:   
Clerk

I HEREDY CERTIFY THAT ORDINANCE NO 345  
2002 WAS PUBLISHED IN THE CITY BULLETIN  
IN ACCORDANCE WITH THE CHARTER ON 11-12-02

Clerk of Council



# SCIP Application- State Issue 2 Funding

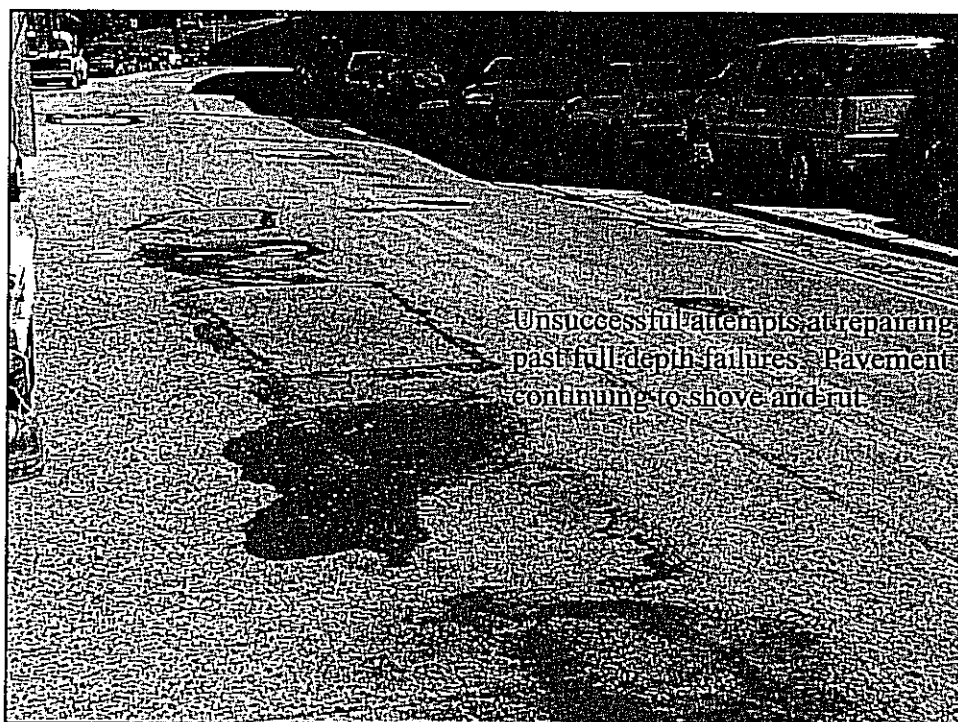
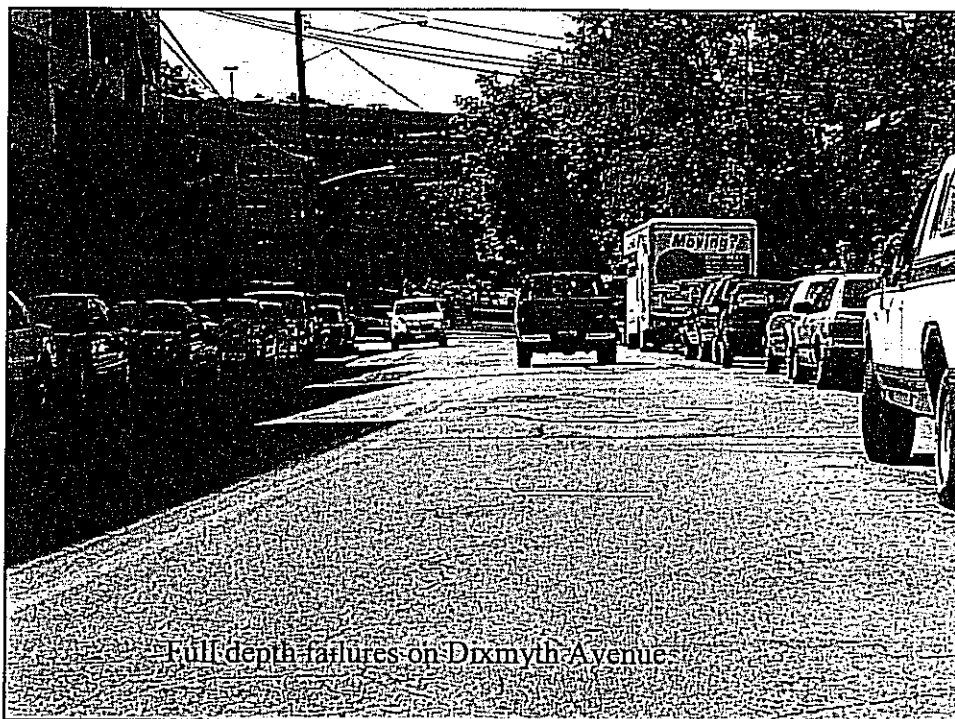
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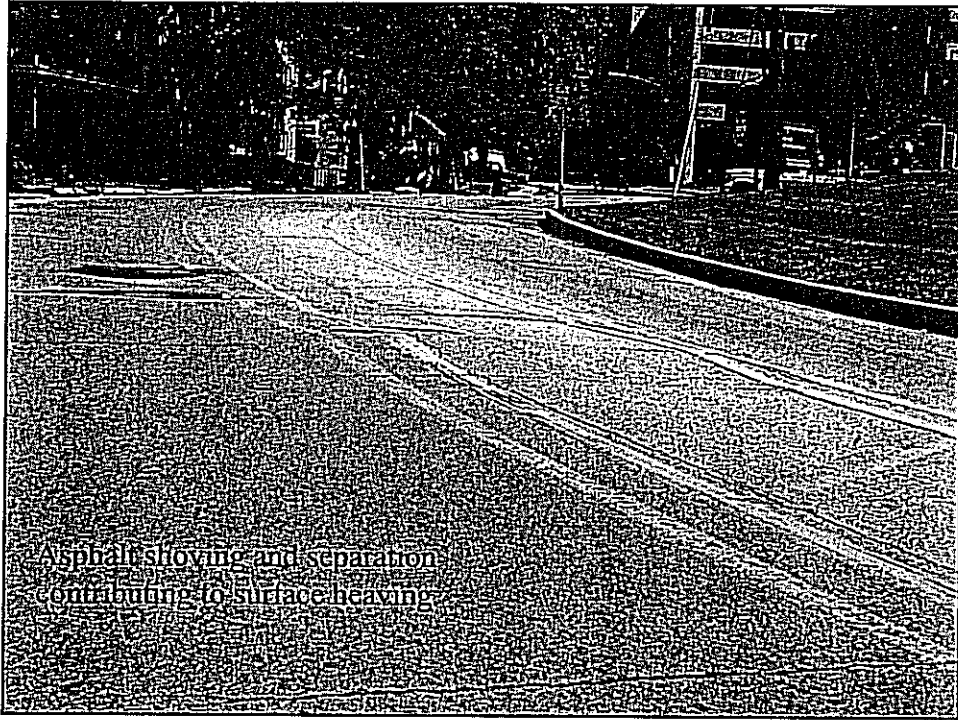
Dixemvith Avenue

Clifford Avenue to

Martin Luther King, Jr Drive

9-5-02



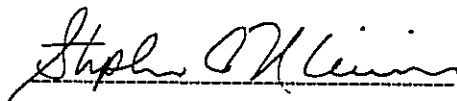




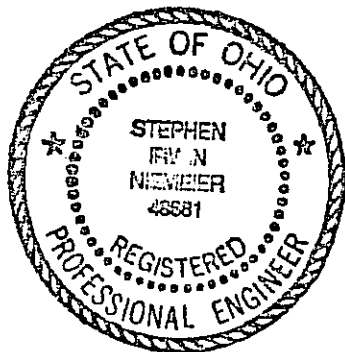
Full depth failure - excessive rutting on Dixmuth Avenue

# CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Dixmyth Avenue – M.L. King to Clifton project application are a true and accurate count done by the City of Cincinnati's Traffic and Road Operations Division.



Stephen I. Niemeier, P.E.  
Supervising Engineer



# ADDITIONAL SUPPORT INFORMATION

## Dixmyth Avenue Rehabilitation

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT?  X  YES   NO (ANSWER REQUIRED)**

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

**1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The roadway has an asphalt surface that is showing signs of severe fatigue. The pavement is warped and raveled in the wheelpaths showing significant wear. In addition, there is random and longitudinal cracking and rutting. The ride quality is poor. Records show this roadway was rehabbed in 1975, then again in 1989. The fact that this road warrants rehab for the third time in only 27 years indicates that the road base is destroyed, and justifies complete reconstruction in concrete. Existing curbs will be removed and reconstructed integral with the new concrete pavement. No portion of the roadway, curbs, and base will be salvaged.

**2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project will increase the safety by providing a smooth driving surface.

**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project has no measurable impact to the health of the Public.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Madison Road / Red Bank Expressway Improvements

Priority 2 Kirby Road Improvements

Priority 3 Dixmyth Avenue Rehabilitation

Priority 4 Queen City Avenue Rehabilitation (Harrison to White)

Priority 5 Queen City Avenue Improvements (White to Wyoming)

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

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6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will have minimal impact on economic growth.

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7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

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9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

No change.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_

Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

**10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

a.) Are preliminary plans or engineering completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

If no, how many parcels needed for project? 0 Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Dixmyth Avenue connects M. L. King Drive with Clifton Avenue. While it also functions as a shortcut from M.L. King to the northern areas of Clifton, much of the traffic on the street is accessing garage structures into and out of Good Samaritan Hospital from throughout the region. It has the City traffic classification of "Collector",

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban.

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A \_\_\_\_\_

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 6883 X 1.20 = 8260 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City earnings tax

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

SCIP/LTIP PROGRAM  
ROUND 17 - PROGRAM YEAR 2003  
PROJECT SELECTION CRITERIA  
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: CITY OF CINCINNATI

NAME OF PROJECT: DIXMYTH AVE REHABILITATION

RATING TEAM: 3

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

☒ 23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Numerous areas are showing signs  
of failure around inlets, in wheel  
paths etc.

Appeal Score

\_\_\_\_\_

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

Appeal Score

\_\_\_\_\_

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

Appeal Score

\_\_\_\_\_

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

20 - Second priority project

☒ 15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

5) Will the completed project generate user fees or assessments?

☒ 10 - No

0 - Yes

Appeal Score

\_\_\_\_\_

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).
- 10 – The project will directly secure significant new employment  
7 – The project will directly secure new employment  
5 – The project will secure new employment  
3 – The project will permit more development  
0 – The project will not impact development
- 7) Matching Funds - LOCAL
- 10 – This project is a loan or credit enhancement  
10 – 50% or higher  
8 – 40% to 49.99%  
6 – 30% to 39.99%  
4 – 20% to 29.99%  
2 – 10% to 19.99%  
0 – Less than 10%
- 8) Matching Funds - OTHER
- 10 – 50% or higher  
8 – 40% to 49.99%  
6 – 30% to 39.99%  
4 – 20% to 29.99%  
2 – 10% to 19.99%  
1 – 1% to 9.99%  
0 – Less than 1%
- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)
- 10 – Project design is for future demand.  
8 – Project design is for partial future demand.  
6 – Project design is for current demand.  
4 – Project design is for minimal increase in capacity.  
2 – Project design is for no increase in capacity.
- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)
- 5 – Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15  
3 – Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15  
0 – Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15
- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)
- 10 – Major impact  
8 –  
6 – Moderate impact  
4 –  
2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

☒ 6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

\_\_\_\_\_

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

☒ 6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

\_\_\_\_\_

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

☒ 5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\_\_\_\_\_

# ADDENDUM TO THE RATING SYSTEM

## General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### Definitions:

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

## Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## **Criterion 10 - Ability to Proceed**

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

### **Definitions:**

***Major Impact*** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

***Moderate Impact*** - Roads: principal thoroughfares, Federal Aid Urban routes

***Minimal / No Impact*** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.